



## AMSA FOCUSED INSPECTION CAMPAIGN (FIC) ON CARGO SECURING ARRANGEMENTS

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### Focused Inspection Campaign (FIC) on cargo securing arrangements from 1 August to 31 October 2020.

#### Background

This Focused Inspection Campaign has been initiated in response to several incidents where containers have been lost into the sea and to the subsequent identification of inadequate cargo stowage and securing arrangements onboard vessels arriving at Australian ports. The Campaign will target vessels that have, or are required to have, cargo stowage and securing arrangements approved under SOLAS Chapter VI Regulation 5.6.

AMSA expects all cargoes carried to be in full compliance with the vessel's Cargo Securing Manual, as approved.

#### Purpose

The purpose of the Campaign is to:

1. Draw the attention of ship owners and operators to their obligations under SOLAS Chapter VI in respect of Regulations 2 and 5.
2. Focus on the use of cargo information as well as stowage and securing of unitized cargo.

This is not a Concentrated Inspection Campaign. This Campaign is specific to Australia, and will target foreign vessels in Australian waters that have, or are required to have, cargo securing arrangements approved under SOLAS Chapter VI Regulation 5.6.

Australia gave effect to SOLAS Part A Chapter VI through Marine Order 42 which sets out the requirements for:

- cargo information and weighing—verified gross mass
- cargo loading, stowage and securing.

#### Inspection process

Wherever appropriate, surveyors will undertake this inspection in conjunction with normal PSC inspections. Where a vessel is not eligible for a PSC inspection, AMSA will still undertake specific inspections of vessel's container stowage and lashing arrangements.

Where a surveyor finds a deficiency in relation to the attached checklist, he will discuss this with the Master with a view to ensuring that the vessel is brought into compliance with the relevant requirements.

The Campaign inspections are not considered to be PSC inspections and data will not be transmitted to regional PSC regime databases. However, where a vessel is deemed non-compliant, and clear grounds exist, then an AMSA surveyor may proceed to a full PSC inspection and details will be transmitted to regional PSC regime databases.

#### Checklist for Cargo securing arrangements Focused Inspection Campaign

AMSA inspectors will use the checklist below when inspecting ships as part of the cargo securing Focused Inspection Campaign.

Consistent with Marine Order 42 (Carriage, stowage and securing of cargoes and containers) 2016, s.6 (a) (ii), this checklist is solely used for the purpose of inspecting a vessel's container and unitized cargo securing arrangements when loading, discharging or transiting through an Australian port.

A 'Yes' answer to any of the questions in this checklist does not necessarily indicate that the lashing arrangement and associated equipment complies with the intended design parameters.

No.	Question	Yes	No	NA
1	Does the vessel have an approved cargo securing manual (CSM) onboard, which is endorsed to the current IMO guidelines for the preparation of the CSM?			
2	Are the officers familiar with the contents of the approved CSM, particularly stack weight limitations for the tank top, hatch covers and deck loading?			
3	Has the master been provided with Verified Gross Mass (VGM) of containers in accordance with Regulation 2 of Chapter VI of SOLAS?			
4	a Has the vessel exceeded maximum permissible container stack weights during the current or previous voyages?			
	b Has the vessel complied with weight distribution within stacks during the current or previous voyages?			
5	Is the cargo secured or being secured in accordance with the approved CSM?			
6	Have the officers verified that the containers are lashed correctly as required by the approved lashing plan detailed in the approved CSM?			
7	Are there sufficient portable cargo securing devices on board, as required by the approved CSM?			
8	Are the portable cargo securing devices in good condition and compatible with the vessel?			
9	Are the fixed cargo securing arrangements in good condition?			
10	Are twist locks and base locks correctly positioned (e.g. twist locks not being used for base locks and vice versa)?			
11	Has the cargo been secured appropriately throughout the voyage to prevent the loss of cargo overboard?			
12	Are crew familiar with cargo securing instructions (noting instructions are required in a working language or languages understood by the crew)			
13	Are the Master and Officers familiar with the safety management system requirements for heavy weather navigation and are appropriate checklists available?			
14	a Was a PSC inspection carried out as a result of the FIC?			
	b If so, provide details on the clear grounds that resulted in the PSC?			
15	Were deficiencies recorded in relation to the FIC?			
16	Was the vessel detained because of deficiencies found during the subsequent PSC inspection?			